

**CENTRAL INTELLIGENCE AGENCY**

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## The Basic Profile of Soviet Ship- building Enterprises/Shop Structure of Shipbuilding Enterprises

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2. The building of steel, wooden, steel and concrete and composition ships is carried out in special factories. In the USSR there are factories for the construction of sea, lake and river ships.
3. Factories are divided into the following types:
  - (a) Naval ship factories
  - (b) Civilian ship factories
  - (c) Mixed (Civilian and Naval) factories
4. Factories and yards belonging to the Ministry of Shipbuilding are mostly of the mixed type with a definite preference given to naval shipbuilding.
5. The repair of civilian ships is carried out in special factories of the Ministry of the Merchant and River Fleet ( ). There are factories, however, at which ships are repaired at the same time that ships are being built. Some of these factories are under the Ministry of the Merchant and River Fleet (Riga Shipbuilding-Repair Factory, Odessa Shipbuilding-Repair Factory, the shipbuilding-repair factory inside Vostochny Stroy in Leningrad, the Far East Shipbuilding-Repair Factory etc) and some are under the Ministry of the Shipbuilding Industry. The difficulty of ship construction and large scale production make great demands on the organization and the entire structure of the shipbuilding industry.
6. Organizationally speaking, all existing factories can be divided into two basic types:
  - (a) Factories having a full profile

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## (b) Ship assembly yards (or docks)

7. Full profile factories are those which carry out the production of ships independently of other branches of the industry. The full profile factories, besides having a ship assembly shop, possess all shops necessary for the production of main and auxiliary engines, hull structures and all equipment (with the exception of such equipment, the manufacture of which would be unprofitable for the factory, (eg radio apparatus, weapons, navigational instruments, etc)). Examples of full profile factories would be: The factory imeni Marti in Leningrad, factory imeni Ordzhonikidze in Leningrad, factory Sudomekh in Leningrad, merchant factory in Sevastopol. It would be better to say that these factories are very nearly of the full profile type but not completely.
8. The ship assembly yard received not only all equipment and machinery but also the hull parts. The yard only assembles these parts. As a result there are no preparatory departments, machine-building shops or hull fabricating shops in the assembly yards. This leaves only the assembly installation and finishing shops as well as auxiliary contracting shops.
9. All provisions are delivered to the assembly yard from the corresponding specialist factories.
10. In the assembly yard the job nomenclature is much shorter and the organizational structure is much simpler than in the full profile factory.
11. In this system the shipbuilding program can be carried out to the greatest degree with a maximum use of the specializing branches of the industry.
12. These assembly yards consist of areas containing warehouses for the storage and reception of prefabricated and partially fabricated parts of the hull and all the ship's equipment. Railroad networks join the warehouses with the production sections of the yard.
13. Ship assembly yards are used very little in the USSR. An approximate example of this profile of ship building enterprise is the Mordovskikh in Gorkov oblast. This yard specializes in the assembly of sea and river steel oil barges of large capacity (from 5 to 10 thousand tons each).
14. There are other shipbuilding enterprises which differ from the profiles   50X1-HUM  
  For example, several factories differ from the full profile type 50X1-HUM  
in that some of them don't have preparatory sections and others don't have preparatory or mechanical shops, etc.
15. Shipbuilding enterprises which construct the hull from start to finish but which install equipment which is supplied by special factories are put in the ship assembly yard category. In addition to the full profile plants already in existence in the USSR there are, both in operation and under construction, shipbuilding yards which carry out all hull, equipping and completion work independently. They carry out the installation of all machinery and other equipment which they receive from the specializing factories. An example of such a shipyard is the shipyard imeni Zhdanova in Leningrad or the shipyard in the town of Nikolaev. It is noteworthy that at present in the USSR there is a definite trend toward the construction of shipbuilding yards of this nature and full profile factories and assembly yards are not being built.
16. The shipyards themselves usually specialize in particular types of ships which are close to each other technologically.
17. Some shops of certain shipbuilding factories specialize in the production of specified products which in turn are supplied to other factories, for example, metal furniture, details of ship construction, armatures, etc.
18. The shop composition of a shipbuilding enterprise depends on the profile of the enterprise, the amount of production and the type and construction of ships being built.
19. The breakdown of shops of Soviet factories can be done several ways. Any classification of shops will be, to a certain extent, conditional if it is taken into account that some shops are manufacturing, assembling and equipping shops all at the same time with work being done both in the shops and on the ship.

(a) Basic Shops. The basic shops of a shipbuilding yard or factory are those shops engaged in the construction of the hull or the manufacture of the ship's equipment. To this category of shops belong:

- (1) The hull-working shop with a section for the preliminary working of steel while it is still in the warehouse;
- (2) Assembly-welding shop (shop of assembly and welding of prefabricated sections);
- (3) Hull construction shop (assembly on the ways or only the joining of sections and installation work inside and outside the hull);

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- (4) Completion-installation shops which finish installation work at the same time as the completion of the successive assembly and section welding.
- (b) Preparatory Shops
- (1) Cast iron foundry
  - (2) Copper foundry
  - (3) Steel foundry
  - (4) Press forge
  - (5) Hammer forge
  - (6) Bolt and rivet shop
- (c) Mechanical Shops
- (1) Machine shop
  - (2) Iron plate shop
  - (3) Printing shop (for plans)
  - (4) Copper plate shop
  - (5) Armature shop
- (d) Finishing and Installing Shops
- (1) Assembly and mounting shop
  - (2) Copper tubing shop
  - (3) Locksmith shop
  - (4) Tinning shop
  - (5) Paint shop
  - (6) Rigging and sail shop
  - (7) Sail shop
  - (8) Tower shop
  - (9) Metal furniture manufacturing shop
  - (10) Electrical charging and accumulator station
  - (11) Contracting shops
- (e) Auxiliary Shop
- (1) Mechanical repair shop
  - (2) Electrical repair shop
  - (3) Repair-construction shop
  - (4) Instrument shop
- (f) Warehouse Management
- (1) General factory warehouses - for storage of metal, lumber, fuel, building materials
  - (2) Shop warehouses - for storage of rolled iron, pipes, plates etc
  - (3) Outfitter's warehouses
  - (4) Main store
- (g) Transportation Management
- (1) Railroad approach routes
  - (2) Internal factory rail line (narrow gauge)
  - (3) Crane tracks
  - (4) Rolling stock
  - (5) Steam or motor depot
  - (6) Automotive and electric car garage
  - (7) Crane depot (with cranes of all types)
  - (8) The pier
  - (9) Motorboats
  - (10) Tugs
  - (11) Barges
  - (12) Lighters
  - (13) Canals, etc

The part of the management handling water transportation has the special designation "Hydrotransportation Dept".

(h) Power Management

- (1) Factory thermoelectric generator (TEG)
- (2) Electric black station (as reserve)
- (3) Transformer substations
- (4) Power shop
- (5) Electric power shop
- (6) Mechanical workshop
- (7) Electrical workshop
- (8) Oxygen station

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## (9) Acetylene station

## (1) Administrative and Auxiliary Part

- (1) Factory directorate
- (2) Fire station
- (3) Auto garage
- (4) Militarized guard
- (5) Factory training school (FTS)
- (6) Dispensary
- (7) Kindergarten and nursery
- (8) Dining room
- (9) Party and trade union organization

0. All production and directorate sections of the factory are connected with each other by telephone and dispatch service.

1. At factories having a small construction program of medium-sized ships, the preparatory work and some of the processing shops operate with a partial production load which increases the cost of construction of the ship. For this reason in the USSR such factories cooperate with factories having analogous shops with a large production load. Under these circumstances the profiles of the aforementioned shipbuilding enterprises are simplified and it becomes possible to increase the amount of preparatory warehouse space. Besides, the manufacture of produced articles is shortened and the production costs are decreased.

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